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EPA-OAR,OTAQ,ASD

Sent by: John Koupal

Received Date:

11/15/2007 08:54 AM

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11/15/2007 08:54:16 AM

To Rafal Sobotowski/AA/USEPA/US@EPA, Michael

Christianson/AA/USEPA/US@EPA, Aron

Butler/AA/USEPA/US@EPA, Carl

cc Paul Machiele/AA/USEPA/US@EPA, Kathryn

Sargeant/AA/USEPA/US@EPA, Ines

Storhok/AA/USEPA/US@EPA

bcc

Subject Fw: EPAct proposal

Dear EPAct test team,

In the interest of progress Paul and I are feeling we should move ahead on the program outlined in my email to Chet below - base matrix + 3 fuel GHG program (E15 only) + FTIR = **Ex. 4 - CBI** What would be the next steps with Southwest to put this plan into action, and when would they need to happen?

PM speciation would be run as a separate program - it sounds like there is some concern from Kathryn's group about the in-house approach. Please work with Marion and others in her group asap to determine whether the in-house option will be sufficient, or whether additional contract work would be needed on this. This won't affect our moving ahead with the main program, but if additional contract money is needed we'll need to consider this.

Thanks for all of your work here in the face of some uncertainty.

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----- Forwarded by John Koupal/AA/USEPA/US on 11/15/2007 08:31 AM -----

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Sent by: John Koupal

Received Date:

11/14/2007 05:23 PM

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To Chet France/AA/USEPA/US

cc Paul Machiele/AA/USEPA/US@EPA, Kathryn

Sargeant/AA/USEPA/US@EPA, Ines

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Subject EPAct proposal

Chet,

We need to move on EPAct, and the course of action I would like to enact is to have the test team proceed with a \$3.45M program which would include the "base" matrix originally planned and a short-term GHG rule-focused program to test E0, E10 and E15 on all of the test vehicles at 50/75 degrees. This would give us the ethanol data in time for the FRM and fulfill the broader objectives of the original program on the longer timeframe.

wrt LOD support, yesterday we met with Mike S. and staff to discuss. They don't have a ton of capacity, but the upshot is the lab may be a good candidate for PM speciation work on a subset of vehicles and fuels, which we had considered a subset of our main program. We think this could be win-win as it would be better and cheaper than doing it at Southwest, and would build the lab's capacity for future support in this area. We will be continuing to work out the best approach for this aspect of the work with Kathryn's group.

John

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